

PUGET SOUND REGIONAL COUNCIL PRIORITY PROJECT LIST

NARRATIVE PROJECT INFORMATION - October 2011

Due to Peter Heffernan (peter.heffernan@kingcounty.gov no later than close of business Wednesday October 12.

Project Sponsor: City of Shoreline

Project Name: Shoreline Interurban Trail to Burke-Gilman Trail North Connector

Project Location:

What type of project is it: Support Centers ____ Corridors Serving Centers X

Plan Consistency:

- Transportation 2040 project number: _____
- Is the project consistent with the Transportation 2040: Yes X No ____

Project Description - No more than two full pages - (see evaluation criteria for information to include):

The Shoreline Interurban Trail to Burke-Gilman Connection will significantly improve the multi-county and multi-jurisdictional trail system. Shoreline recognizes the importance of bicycling as a mode that addresses the city and the region's transportation needs, as well as an important component in reducing greenhouse gas emissions and improving public health. The development of the Interurban Trail in Shoreline was one of the first projects undertaken by the city after incorporation in 1995. At the end of 2008, the 3.25 mile north/south Interurban Trail in Shoreline was completed, including bridge crossings over N 155th Street and Aurora Avenue N. The City of Shoreline developed the Interurban Trail to act as the backbone in the city's bicycle system. At the city level, bicycle routes in the network connect neighborhoods to schools, city institutions, community businesses and recreational and commuter destinations including transit linkages. At a larger scale, these bike routes provide connections that link to the regional trail network. Although the Shoreline Interurban Trail providing north and south access from Seattle to Snohomish County, the city has no comparable east/west link. Interstate I-5 presents a major obstacle for east/west connections in Shoreline, as it effectively splits the city in half, leaving only 6 crossings in Shoreline. Three of these crossings are at freeway interchanges and not friendly to bicyclists. These crossings also have limited right of way, thus restricting simple bike improvements. Two other crossings are on-street at under- or overpasses. This proposal utilizes an existing pedestrian/bicycle bridge at NE 195th Street.

The proposed Interurban Trail Burke-Gilman Connection (often referred to as a larger project entitled "Lake to Sound Trail" in city documents) would connect the City defined urban centers of the Shoreline Town Center and North City with the Burke-Gilman Trail which also connects to several other urban centers (including Seattle and Bothell). The proposed route is referred to as the North Bike Connector. Like the Interurban Trail, the Burke-Gilman Trail is another significant regional non-motorized facility. Located east of Shoreline in the City of Lake Forest Park, the Burke-Gilman Trail is more than eighteen miles long, running from the City of Seattle to the City of Bothell. The Burke-Gilman Trail connects to another regional trail, the Sammamish River Trail, which in turn connects to other regional trails, providing a large nonmotorized network that extends throughout King County. This bike connection will combine several design approaches to provide a safe connector between the Shoreline Interurban Trail and the Burke-Gilman Trail.

Going west to east the route will proceed as follows:

- N 195th Street: Interurban Trail to Meridian Avenue N - Sharrows and walkway on the south side
- N/NE 195th Street: Meridian Avenue N to 5th Avenue NE - Separated Multi-Purpose Trail
- NE 195th Street: 5th Avenue NE to I-5 Bridge - Sharrows and walkway on the south side
- Bridge over I-5: No changes, except lighting at entrance
- NE 195th Street: I-5 Bridge to NE Perkins Way Sharrows and walkway on the south side

The construction of the Interurban Trail to Burke-Gilman connector will do more than simply provide a safe course of travel between these two regional trails. Also improved will be access to

Bus-Rapid Transit (BRT) on Aurora Avenue N (to open in 2013) and other transit points within Shoreline, including the Aurora Village Transit Center and the Shoreline Park and Ride (both located within five blocks of this connector). The proposed Sound Transit Light Rail stop at I-5 and NE 185th Street will be located approximately ½ mile from this connecting trail and will provide great access for users who wish to travel further by bike. The trail will also serve Echo Lake Elementary, North City Elementary and the Shoreline Conference Center. The importance of the Interurban Trail to Burke-Gilman Connection was solidified through the process of establishing projects for the City's updated Bicycle System Plan. The Plan was developed with the City's Bicycle and Pedestrian Advisory Committee. Routes and facility design were selected with the following criteria in mind:

1. Connection neighborhoods to destinations, such as schools, parks and public buildings, commercial areas and transit
2. Connecting to existing facilities, such as the Interurban Trail, within the City and in neighboring jurisdictions
3. Connecting to planned facilities in neighboring jurisdictions
4. Traffic volumes on the roadway
5. Existing right-of-way and the capacity to support bicycles
6. Future planned capital projects

The Interurban Trail to Burke-Gilman Connection was highly ranked as it meets all criteria and was seen as an important link to connect to highly used regional trails. The completion of the Interurban Trail Burke-Gilman Connection will fill a missing link and remove barriers from users of the regional trail system. It will provide a consistent, signed connection between two major trail systems. The development of the Interurban Trail system is identified in many development plans throughout the region and the state. The Shoreline portion of the Interurban Trail corridor is explicitly identified in the Shoreline Park, Open Space and Recreation Services Plan (2011), the City of Shoreline Transportation Master Plan (2005), and the City of Shoreline Comprehensive Plan (2005). In addition, the proposed project is also identified in the State of Washington Trails Plan. A complete, contiguous and safe system of trails encourages use of trails for commuting, shopping, and recreation for the reduction of vehicle trips.

Project Status & Timeline

Where is the project at in development?

What is the timeline for this project from start to completion?

(Please identify the major phases)

The project has completed the planning stage; which has resulted in a preferred route.

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| Preliminary Engineering Complete | November 2012 |
| PS & E Complete | May 2013 |
| Construction Advertisement | June 2013 |
| Construction Completion | December 2013 |

Additional Comments